

Serial No. 10/025,230, filed 12/19/2001

**AMENDMENTS TO THE CLAIMS**

This listing of claims will replace all prior versions and listings of claims in the application:

**Listing of Claims:**

1. (Currently Amended) A suspension assembly for a vehicle comprising:
  - a frame;
  - first and second control arms in spaced relation to one another, said control arms having first and second opposing portions with said first portions pivotally connected to said frame;
  - a knuckle supported by said second portion of said first control arm at a first connection and said second portion of said second control arm at a second connection, said first and second connections defining camber, caster, toe, and track;
  - first and second actuators ~~in connection with provided by~~ said first control arm, said first and second actuators converging at and providing said first connection, said first and second actuators moving said first connection relative to said frame;
  - a third actuator ~~in connection with provided by~~ said second control arm, said third actuator providing and moving said second connection relative to said frame;
  - a sensor detecting vehicle ride conditions; and
  - a controller connected to said sensor and said first, second and third actuators and commanding said first, second and third actuators to adjust at least one of said caster, camber, toe, and track in response to said vehicle ride conditions.

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2. (Original) The assembly according to claim 1, wherein said first control arm is an upper control arm and said second control arm is a lower control arm.

3. (Original) The assembly according to claim 1, wherein said first control arm is a lower control arm and said second control arm is an upper control arm.

4. (Currently Amended) The assembly according to claim 1, further including a steering linkage mechanically connected to said knuckle with a steering wheel mechanically connected to said steering linkage for rotating said knuckle about an axis defined by said first and second connections by manipulating said steering linkage.

5. (Original) The assembly according to claim 4, wherein said sensor includes a steering linkage position sensor sensing the position of said steering linkage.

6. (Original) The assembly according to claim 1, wherein said sensor includes a braking sensor in an anti-lock braking system.

7. (Original) The assembly according to claim 1, wherein said sensor includes a vehicle yaw sensor.

8. (Original) The assembly according to claim 1, wherein said first and second actuators are generally coplanar.

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9. (Currently Amended) The assembly according to claim 8, wherein said first and second actuators are generally parallel with said first control arms.

10. (Currently Amended) The assembly according to claim 1, wherein said first and second connections are provided by ball joints with said first, second and third actuators connected to said ball joints.

11. (Currently Amended) The assembly according to claim 1, wherein said first and second actuators are supported on said first control ~~arms~~ arm and said third actuator is supported on said second control arm.

12. (Cancelled)

13. (Currently Amended) A method of adjusting a suspension assembly comprising the steps of:

- a) providing a mechanical input from a steering wheel to spaced apart wheels;
- b) turning the wheels in response to the mechanical input;
- c) detecting vehicle ride conditions, ~~wherein step c) includes including~~ detecting vehicle yaw;
- d) manipulating first, second, and third actuators at each of the wheels in response to the vehicle ride conditions; and

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c) adjusting the attitude of the wheels with the first, second and third actuators to a desired position.

14. (Previously Presented) The method according to claim 13, wherein step c) includes detecting a steering wheel position.

15. (Currently Amended) A method of adjusting a suspension assembly comprising the steps of:

a) providing a mechanical input from a steering wheel to spaced apart wheels;  
b) turning the wheels in response to the mechanical input;  
c) detecting vehicle ride conditions, wherein ~~step c) includes including~~ detecting a braking signal;

d) manipulating first, second, and third actuators at each of the wheels in response to the vehicle ride conditions; and

e) adjusting the attitude of the wheels with the first, second and third actuators to a desired position.

16. (Previously Presented) The method according to claim 13, wherein step e) includes adjusting caster.

17. (Previously Presented) The method according to claim 13, wherein step e) includes adjusting camber.

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18. (Previously Presented) The method according to claim 13, wherein step e) includes adjusting toc.

19. (Previously Presented) The method according to claim 13, wherein step e) includes adjusting track.